

YELLOWSTONE PARK VIA GARDINER GATEWAY



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MAP OF NORTHERN PACIFIC AND AFFILIATED LINES

YELLOWSTONE NATIONAL PARK Through Gardiner Gateway



THE Yellowstone National Park trip via Gardiner gives the maximum of time at all points of interest. More than that: it is scheduled to bring the Tourist to each point at a convenient hour when the time of day will permit of a full and satisfactory inspection of the formations; it also allows a full half-day at Mammoth Hot Springs, at the Upper Basin (Old Faithful Inn), and at the Grand Canyon (new Canyon Hotel). It affords ample time for rest, for meals, for social enjoyment at each of the hotels and lunching stations, and gives opportunity for fishing and for side trips to many interesting points.

Remember: Gardiner Gateway is reached **Only** via the Northern Pacific Railway, which operates through sleeping cars daily, during the season, direct to Gardiner from Eastern and Western terminals of the system. An innovation in recent years is the use of **Open Observation Cars** on Yellowstone Park trains between Livingston and

Gardiner. This will give the tourist a splendid opportunity to see the Gate of the Mountains, Paradise Valley, Emigrant Peak and the Snowy Range, the glacial slopes that spread far and wide, with Yankee Jim Canyon, the Devil's Slide, Electric Peak and Sepulcher Mountain on this ride beside the rushing Yellowstone River. Every mile is a picture and you are set down directly at the lava entrance arch at the northern boundary at Gardiner.

During the park season of 1915 a Pullman Standard Sleeping Car will run daily, starting June 29, between Chicago and Gardiner, leaving the Union Station, Chicago, at 10:00 A. M. on the Burlington route, and St. Paul at 10:30 P. M., Minneapolis, 11:00 P. M. same day on Northern Pacific train No. 3. The car that leaves Chicago on Sunday morning will be personally escorted, beginning with Sunday, June 20, and ending Sunday, Sept. 5, 1915. Reservations of space should be made early of any Northern Pacific agent.



OLD FAITHFUL INN, UPPER GEYSER BASIN.

YELLOWSTONE NATIONAL PARK Northern Pacific Railway



THE purpose of this pamphlet is not so much to describe the scenic wonders of Yellowstone Park, as to state some of the more important facts in relation to it, and to provide the more general and necessary information required by the tourist who makes a tour of the park.

John Colter, of the Lewis and Clark Expedition, who was in the region in 1807, was the first white man to see any part of what is now the park. James Bridger and Jos. L. Meek, fur trappers, were there in the 30's. Warren A. Ferris saw the geysers in 1834, and wrote the first published account of them. Capt. DeLacy explored a part of the country in 1863, Folsom and Cook were there in 1869, the

Washburn-Doane party in 1870, and Dr. Hayden in 1871-2.

Yellowstone Park was established by the government March 1, 1872. Subsequently a Forest Reserve was added on the east and south sides. The park proper is about sixty-two miles long from north to south, fifty-four miles wide, and has an area of 3,312 square miles. It is mostly in Northwestern Wyoming, with a narrow strip each in Montana and Idaho. It is situated about midway between St. Paul, Minneapolis, Duluth and Superior on the east and Seattle, Tacoma and Portland on the North Pacific coast. The park is an elevated plateau surrounded by mountains and has an average elevation above sea level of about 7,500 feet. Large streams of lava have spread over the

NORTHERN PACIFIC RAILWAY

park, and these have been greatly modified by glacial action and erosion.

The government has entire control of the park. All new roads opened and the repairs, sprinkling and maintenance of old roads and trails are entirely dependent upon Congressional appropriations. The roads are now in very fine condition. Steel and concrete bridges span the streams, grades have been minimized and roadways widened. Within recent years the government has spent \$1,000,000 in improvements in the park. Prominent among these is the construction of the fine \$10,000 lava arch entrance at Gardiner; the concrete viaduct at Golden Gate, costing \$10,000; and the erection of a very fine concrete and steel bridge of artistic design across the Yellowstone River and rapids, just above the Upper Fall of the Yellowstone at the Grand Canyon, at an expense of \$20,000.

Fort Yellowstone, the military post in the park, is at Mammoth Hot Springs. Here, also, are the headquarters of the U. S. Engineer in charge of park improvements, and the U. S. Commissioner. Mam-

moth Hot Springs is thus the capital of the Park. Here all authority centers; it is the heart from which pulsate the currents of life and pleasure which permeate the park. As a point where one may pleasurably sojourn for weeks and yet be in constant and close touch with the world in general, it stands at the head. Life here is very real and animated and joyous, the presence of Uncle Sam's cavalry officers adding a decided flavor and piquancy to it, particularly in connection with the fine orchestra maintained at the hotel. The regular trip via Gardiner provides for a full afternoon here in order that tourists may have an opportunity of visiting the formations, etc.

There are four troops of United States cavalry regularly quartered in the park during the year. These carefully patrol the roads and other parts of the park, both summer and winter, and preserve the phenomena from spoliation.

The Department of the Interior has direct control of the park, the superintendent being a United States army officer.



MAMMOTH HOT SPRINGS HOTEL, TERRACES, AND GOVERNMENT HEADQUARTERS OF THE PARK

An Outing Spot



AS a place for one to spend as many weeks as may be possible during the heated months, no spot in this country can possibly compare with the Park. Its elevation above sea level—an average of 7,500 feet, and its location in the heart of the American "Rockies" amid some of earth's grandest and most inspiring scenery, combined with the extreme purity of the atmosphere, the tonic and exhilarating effect of the mountain climate, the beneficial effects of the hot mineral water baths, and the fine character of the hotels, particularly the new hotel at Mammoth Hot Springs, Old Faithful Inn at Upper Geyser Basin, the large Colonial Hotel at Yellowstone Lake, and the new Grand Canyon Hotel, make it a remarkable pleasure spot. The days, while warm, are never oppressively hot, and the nights are always cool. The fine roads, affording the most interesting s Surrey and horseback rides, the splendid trout fishing, the mountain climbing, the weird character of the scenery, and the wild animals, distinguish this tourist resort from any other. The expense of an outing here is no greater than elsewhere and stopovers, without extra charge for transportation, may be procured from the transportation companies, for any time desired within the park season limits—June 15 to September 15. The park is absolutely unique and original; to see it once means a desire to see it again. It grows on one, and many revisit it year after year.

The Park Climate



THE climatic qualities of the Park should appeal to many persons. The elevation of the Park together with the corresponding equable temperatures, the pure drinking waters, and the health-laden breezes from the pine forests make it a most desirable place to visit from a health standpoint. During the tourist season, the mean average temperatures range from 54° to 64° with a maximum of about 88° at Mammoth Hot Springs. These temperatures, of course, vary somewhat at other points in the Park. The air is pure and bracing and violent changes of temperature are not, as

a rule, to be expected. The hot waters of the Park that are used for bathing purposes are most delightful in their effects and the usual atmospheric impurities of lower altitudes are entirely wanting.

Persons who suffer from hay fever, upon visiting the Park have been known to obtain decided relief. There can be no doubt but that those who will spend any considerable time here and engage in fishing, tramping excursions, or horseback riding will find that they will be well repaid from a health standpoint by the time so occupied.

The range in elevation, from about 6,200 feet at Mammoth Hot Springs to 7,800 at the Grand Canyon, with the Lake and Geyser basins lying between, affords a good deal of latitude from which to select for those remaining in the park for a prolonged sojourn.

How to Get There



THE logical and convenient entrance to the park (from natural and geographical standpoints), is from the north by way of Livingston, the Gate of the Mountains, and the Upper Yellowstone River to Gardiner.

The Northern Pacific is the only line to Gardiner, the northern and original entrance to the park, made impressive and commanding as the chief gateway to this great pleasure ground by the Government Lava Arch, the corner stone of which was laid in 1903 by Theodore Roosevelt, then President of the United States.

To see this great arch, most sensibly and appropriately planned for its place and purpose, and one of the few artificial sights of the park, one must necessarily use the route via Livingston, the Gate of the Mountains, Paradise Valley, Yankee Jim Canyon and the Gardiner Gateway.

The attractive Northern Pacific Railway station at Livingston, one of the finest in the West, forms a fitting introduction to the park tour.

The Northern Pacific station at Gardiner, constructed from boulders and symmetric pine logs, is, perhaps, the most unique,—and yet simple—railway station in the country. It is immediately opposite the entrance arch and artificial lake at Gardiner, at the base of Electric Peak and Sepulcher Mountain, the former more than 11,000 feet high.



BISON AT MAMMOTH HOT SPRINGS

During the park season through Pullman sleeping cars are run from eastern and western terminals, also from Chicago and Kansas City, direct to Gardiner without change.

There is double daily train service on the Park Line between Livingston and Gardiner during the park season. Details of train service will be found in the Northern Pacific time table folder.

Open Observation Cars are run between Livingston and Gardiner.

The Park Tour



WHAT is known as the regular tour via the Gardiner entrance, begins and ends at Livingston, and includes six days south of that point, the tourist being in the park proper five and one-half days. The trip through the park cannot be made in less time and anything like a general idea of its varied attractions be obtained.

The regular and complete schedule offered the public allows a full half day at Mammoth Hot Springs in which to see the most wonderful terraces and boiling springs on earth. To see the park without visiting Mammoth Hot Springs and these sublime creations of nature, and Liberty Cap and Orange geyser, is like seeing the play of Hamlet with the character of Hamlet left out.

The life of the park centers at the Springs and the changing humanity seen here is a study and recreation in itself.

This schedule is also the only one by which the tourist is allowed, in the regular way and without an extra charge, almost an entire day at the Upper Geyser Basin. This spot is by all odds the most unique, unusual, and surprising area, not only in the park but in the world, and one full day is little enough time in which to see Old Faithful, the Giant, Giantess, Bee Hive, Grand, Oblong, Riverside, Lion, and Castle geysers, Emerald pool, the Punch Bowl, Biscuit basin, Morning Glory spring, and



ALONG THE YELLOWSTONE RIVER IN GARDINER CANYON.

the myriad other geysers, pools, and hot springs which fill this remarkable valley.

The tourist should, however, become fully imbued with the fact that this trip is presented simply as the maximum of sight-seeing at a minimum of time and expense. If possible, the tourist should remain longer—weeks if possible—in the park—within season limits, June 15 to September 15, and thus see it better and more thoroughly.

There are many who cannot well spare time to make a more extended trip, but those who can should by all means plan to stop two or more days, or even weeks, at each point of interest. There is so much to see that several days may be thus spent easily and profitably at each stop-over place, and those who act wisely will do this and accordingly obtain a much better idea of the wonderful and varied character of the phenomena in the park. There is no reason for not “doing” the park as leisurely as one may, and, as previously stated, there is no additional charge for transportation

where one extends the regular tour beyond the usual time limit.

After leaving Livingston the tourist travels for fifty-four miles on the Yellowstone Park branch line amidst fine scenery, passing through the Gate of the Mountains to Gardiner, the northern gateway to the park, where the coaches of the transportation company are taken to Mammoth Hot Springs, five miles distant, and more than 900 feet above Gardiner.

This ride in itself rouses one’s enthusiasm. The route lies along the Yellowstone River and the river and mountain scenery are among the best the Rockies afford.

Among scenes passed en route to Gardiner, Paradise Valley forms a landscape of varied and impressive beauty; Emigrant Peak is one of the higher and nobler mountains of the range; at Yankee Jim Canyon the river tears through the canyon a resistless, rushing torrent; Cinnabar Mountain and the Devil’s Slide, near the track,

together form a most interesting sight; Sepulcher and Electric peaks, at Gardiner, are high and most imposing mountains, while the Entrance Arch, the artificial lake, and the graceful antelope often placidly grazing on the cool green alfalfa-field just within the entrance, complete a round of preliminary landscape pleasures that forms a most effective prelude to the greater scenic symphony to come.

Between Gardiner and Mammoth Hot Springs the coaches, passing through the massive archway and across the antelope meadow, follow the Gardiner River, a most entrancing, winding, boulder-strewn stream. Eagle Nest Crag, one of the most interesting sights of the tour, and the mouth of Boiling River are passed, and the grim palisades of Mt. Everts are brought into plain view as the coaches follow the winding road to the big hotel, passing also Fort Yellowstone itself.

The six principal points visited by tourists are Mammoth Hot Springs, Norris, Lower, and Upper

geyser basins, Yellowstone Lake, the Grand Canyon and the Great, or Lower Fall.

While these places vary somewhat in altitude, the climatic conditions at each are of the best and render them most desirable for prolonged sojourns.

Other points, passed en route, are Silver and Golden gates, Rustic Fall, Swan Valley, from which a fine view is obtained of Electric Peak and the Gallatin range of mountains, Willow Park, Apollinaris Spring, Obsidian Cliff, Beaver and Twin lakes, Roaring Mountain—the foregoing all being seen between Mammoth Hot Springs and Norris Geyser Basin—Gibbon Canyon and Fall, Beryl Spring, Midway Geyser Basin and the Crater of Excelsior Geyser, Biscuit Basin, Kepler Cascade, Shoshone Point on the Continental Divide, Yellowstone Lake Paint Pots, Mud Volcano and Gothic Grotto, the Northern Pacific Trademark formed by nature on Trout Creek in Hayden Valley, the Yellowstone rapids and the Upper Fall near Grand Canyon,



LOADING A SIX-HORSE COACH FOR MAMMOTH HOT SPRINGS



LOWER FALL OF THE YELLOWSTONE, 308 FEET HIGH.

and Virginia Cascade, besides many other objects too numerous to mention.

A one-day trip from Livingston to Mammoth Hot Springs and return is also available for the hurried traveler.

See tables of fares for all trips on pages 19 to 40.

These schedules, including train service on the Park line, may be altered by the transportation companies at any time to correspond with changes made necessary in the time of through trans-continental trains at Livingston, or for other reasons.

A round trip, including the regular park trip, requires about eleven days from Chicago and St. Louis, and nine days from St. Paul, Minneapolis, Duluth, Superior, Spokane, Portland, Tacoma, and Seattle, although a shorter trip may be arranged if desired.

The general panorama at Mammoth Hot Springs is one of the most striking in the park. Besides the steaming, tinted terraces and Fort Yellowstone, near by; the long, palisaded escarpment of Mt. Everts to the east, the dominating presence of Bunsen Peak to the south, with the Gardiner Canyon and the distant mountains of the Washburn Range, forming a beautiful vista between the two peaks, the rugged slopes of Terrace Mountain to the west and the distant peaks of the Snowy Range to the north, all together form a surrounding landscape of wonderful beauty and contrasts, and one the eye never wearies in looking upon.

Between the Springs and Norris Geyser Basin, the next place where unusual phenomena are found, there are some beautiful stretches of valley, mountain, and woodland scenery, interspersed with natural wonders, as before noted. On this part of the tour scarcely a mile fails to challenge the special interest of the tourist and evoke expressions of surprise and admiration.

Norris Basin has a weird fascination for the visitor because it is the first of a peculiar class of wonders seen.

Leaving Norris, the road winds along the Gibbon River, crosses the Gibbon meadows, and threads the wild, splendid recesses of Gibbon Canyon. A great day's ride it is, full of interest and wonder.

The next day brings forth the marvels of the other geyser basins, and the traveler retires at night in Old Faithful Inn, feeling that he is indeed in Wonderland.

Then follows the drives across the Continental Divide to Yellowstone Lake and the Grand Canyon, the splendors of the route growing and crowding at each succeeding stage of the journey, and finally culminating in the magnificent panorama of the Grand Canyon itself, the great masterpiece of nature painting and sculpture of the world.

This gradual unfolding of Nature's pageant will strike the traveler as eminently proper. As the park tour is made from Gardiner, the Lake and Grand Canyon come in their natural order and the latter forms a natural climax **Impossible in any other Arrangement of the Tour.** Where the canyon is seen at the commencement or in the middle of the tour, the effect of the entire trip is greatly lessened.



EMIGRANT PEAK, BETWEEN LIVINGSTON AND GARDINER.

When to Go



HERE is really little choice as to the time to visit the Park. The Park season is a short one, from June 15 to September 15, three months, and comes at that time of the year when a sojourn among the mountains is most healthful and pleasurable. While during the early part of the summer there is more snow to be seen on the mountains and the streams carry more water, August and September are delightful months in which to stagecoach through Wonderland. There is no time when there is the least danger of the streams running dry or of the waterfalls disappearing; the geysers play as well in September as in June, and the autumnal hues of trees and foliage lend an appreciable beauty to the scene.

Tourist Fares



THE tourist season extends from June 15, to September 15, 1915. During the season stop-overs will be allowed at Livingston, Mont., in addition to those usually granted on stop-over tickets, on all classes of tickets both east bound and west bound, reading to points on or via the Northern Pacific Railway, regardless of limit, except that on one-way tickets stop-over must not exceed thirty (30) days. The stop-overs will be obtained on continuous passage tickets, by deposit of ticket on arrival at Livingston with the agent at that point, who will arrange for extension of limit by exchange for a new ticket bearing same conditions.

Passengers holding through sleeping car tickets will also be furnished sleeping car stop-over checks



COLONIAL HOTEL, YELLOWSTONE LAKE

at Livingston on application to Pullman conductors. Sleeping car tickets should, however, be purchased to and from Gardiner when passengers intend, before starting, to go into the park. During the season the Northern Pacific Railway has tourist tickets on sale, the use of which by the tourist will prove a great convenience. The various classes of tickets are as follows:

Side Trip Fares from Livingston

\$53.50 Ticket—Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return to Gardiner, and hotel accommodations for not to exceed six days at Yellowstone

Park Hotel Company's hotels (seventeen meals and five nights' lodging).

Dates of sale, June 14 to September 14, 1915.

From Livingston to Billings via Gardiner and Cody

\$5.05 Ticket—Includes rail transportation only Livingston to Gardiner and Cody to Billings.

Dates of sale, June 14 to September 13, 1915.

\$62.55 Ticket—Includes rail transportation Livingston to Gardiner; stage transportation Gardiner to Holm Lodge, Wyo.; automobile transportation Holm Lodge to Cody and rail transportation to Billings; also hotel accommodations in the Park and at Holm Lodge for six days (eighteen meals and six nights' lodging).

Dates of sale, June 14 to September 13, 1915.

NORTHERN PACIFIC RAILWAY

From Billings to Livingston via Cody and Gardiner

\$5.05 Ticket—Includes rail transportation only, Billings to Cody and Gardiner to Livingston. Dates of sale, June 16 to September 13, 1915.

\$60.30 Ticket—Includes rail transportation Billings to Cody; automobile transportation Cody to Holm Lodge; stage transportation Holm Lodge to Gardiner, and rail transportation Gardiner to Livingston; also hotel accommodations at Holm Lodge and in the Park for five days (sixteen meals and five nights' lodging). Dates of sale, June 16 to September 13, 1915.

Fares from St. Paul, Minneapolis, and Duluth, Minn., also Superior, Wis.

\$32.00 Ticket—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above named points, or \$34.50 for ticket returning via Billings

and the "Burlington" to *Missouri River terminals via direct line or Denver or via Denver and any other direct line.

\$34.50 Ticket—Includes rail and stage transportation St. Paul, Minneapolis, Duluth or Superior to Mammoth Hot Springs and return to any one of the above-named points, or \$37.00 for ticket returning via Billings and the "Burlington" to *Missouri River terminals via direct line or Denver, or via Denver and any other direct line.

Half of this fare will be made for children of five and under twelve years of age.

\$82.50 Ticket—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points; or \$85.00 for ticket returning via Billings and the "Burlington" to *Missouri River terminals via direct line or Denver, or via Denver and any

*Missouri River terminals are Council Bluffs, Iowa, Omaha, Neb., St. Joseph, Mo., Atchison, Kan., Leavenworth, Kan., and Kansas City, Mo.



GROTTO GEYSER, UPPER GEYSER BASIN.

SEEING YELLOWSTONE PARK THROUGH GARDINER GATEWAY



HYMEN TERRACE, MAMMOTH HOT SPRINGS.

other direct line; stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return to Gardiner, and hotel accommodations for not to exceed six days at Yellowstone Park Hotel Company's hotels (seventeen meals and five nights' lodging).

\$105.25 Ticket—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner; stage transportation Gardiner to Mammoth Hot Springs, Norris Geyser Basin, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, Norris Geyser Basin, and to Yellowstone Station, Mont.; hotel accommodations in the Park for five and one-fourth ($5\frac{1}{4}$) days (sixteen meals and five nights' lodging) between Gardiner and Yellowstone Station, Mont.; at Yellowstone Park Hotel Company's hotels, and rail transportation from Yellowstone Station, Mont., either via Oregon Short Line R. R. and Union Pacific to *Missouri River terminals, or via O. S.

L. R. R., Ogden, any line Ogden to Denver, thence via the "Burlington," Union Pacific R. R., A. T. & S. F. Ry., C. R. I. & P. Ry. or Mo. Pac. Ry. to *Missouri River terminals, or via Colorado Springs or Pueblo and direct lines to *Missouri River terminals. Returning to St. Paul or Minneapolis, Minn., \$110.65; returning to Duluth, Minn., \$113.65 and to Superior, Wis., \$113.55.

\$51.00 Ticket—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner, returning from Yellowstone Station, Mont., either via Oregon Short Line R. R. and Union Pacific to *Missouri River terminals, or via O. S. L. R. R., Ogden, any line Ogden to Denver, thence via the "Burlington," Union Pacific R. R., A. T. & S. F. Ry., C. R. I. & P. Ry., or Missouri Pacific Ry., to *Missouri River terminals, or via Colorado Springs or Pueblo and direct lines to *Missouri River terminals. Returning to St. Paul or Minneapolis, Minn., \$56.40;

*Council Bluffs, Iowa, Omaha, Neb., St. Joseph, Kansas City, Mo. Atchison and Leavenworth, Kans.

NORTHERN PACIFIC RAILWAY

returning to Duluth, Minn., \$59.40, and to Superior, Wis., \$59.30. (Does not include stage transportation or hotel accommodations in the Park.)

\$32.00 Ticket—Includes rail transportation only from St. Paul, Minneapolis, and Duluth, Minn., and Superior, Wis., to Cody, Wyo., and return, going via Nor. Pac. Ry. to Billings, thence C. B. & Q. R. R., returning same route to any one of the above named points.

\$84.50 Ticket—Includes rail transportation from St. Paul, Minneapolis and Duluth, Minn., and Superior, Wis., to Cody, Wyo., and return, going via Nor. Pac. Ry. to Billings, thence C. B. & Q. R. R., returning same route to any one of above named points; also automobile transportation Cody to Holm Lodge, stage transportation for five days' tour of the Park, automobile transportation Holm Lodge to Cody and hotel accommodations at Holm Lodge and in the Park for six days (seventeen meals and six nights' lodging).

\$32.00 Ticket—Includes rail transportation from St. Paul, Minneapolis and Duluth, Minn., and Superior, Wis., to Yellowstone National Park, going via Nor. Pac. Ry. to Gardiner, Mont., returning from Cody, Wyo., via C. B. & Q. R. R. to Billings, thence Nor. Pac. Ry. to any one of the above named points. The reverse of this route may be used.

\$89.50 Ticket—Includes rail transportation from St. Paul, Minneapolis and Duluth, Minn., and Superior, Wis., to Yellowstone National Park, going via Nor. Pac. Ry. to Gardiner, Mont., returning from Cody, Wyo., via C. B. & Q. R. R. to Billings, thence Nor. Pac. Ry. to any one of the above named points, including stage transportation Gardiner to Holm Lodge, automobile transportation Holm Lodge to Cody, hotel accommodations in the Park and at Holm Lodge for six days (eighteen meals and six nights' lodging).

\$87.25 Ticket—Includes rail transportation from St. Paul, Minneapolis and Duluth, Minn., and Superior, Wis., to Yellowstone National Park, going via Nor. Pac. Ry. to Billings, C. B. & Q. R. R. to Cody, Wyo., returning via Nor. Pac. Ry. from Gardiner, Mont., to any of the above named points, including automobile transportation Cody to Holm Lodge, stage transportation to Gardiner, and hotel accommodations at Holm Lodge and in the

Park for five days (sixteen meals and five nights' lodging).

West-Bound Yellowstone National Park-Glacier Park Circuit Tour Fares

From St. Paul, Minneapolis, and Duluth,
Minn., and Superior, Wis.,

\$45.00 Ticket—Includes rail transportation going to Gardiner, Montana, Yellowstone National Park. Returning via Northern Pacific Ry., Gardiner to Helena, thence Great Northern Ry., to Glacier National Park. Returning from Glacier National Park via Great Northern Ry. to starting point, or via Billings and the "Burlington" to Council Bluffs, Iowa; Omaha, Neb.; St. Joseph, Mo., or Kansas City, Mo., via direct line or Denver, or via Denver and any other direct line. Returning to Kansas City, or St. Joseph, Mo., \$46.25. Returning to Council Bluffs, Iowa, or Omaha, Neb., \$45.00.

Side trip covering regular six-day trip through Yellowstone National Park may be included in through ticket upon additional payment of \$50.50. This ticket includes stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return to Gardiner, and hotel accommodation for not to exceed six days at the Yellowstone Park Hotel Company's hotels (seventeen meals and five nights' lodging).

Dates of Sale, June 11 to September 12, 1915.

The trip within the Yellowstone National Park must be completed by September 19, 1915.

Final return limit October 31, 1915.

Glacier National Park Season, June 15 to October 1, 1915.

Passengers holding tickets to Yellowstone National Park and return which do not include on the return trip rail transportation to Glacier National Park may have their tickets exchanged by the agent of the Northern Pacific Ry. at Gardiner, Montana, for ticket reading via Nor. Pac. Ry. to Helena, thence Great Northern Ry. to Glacier National Park, upon payment of the difference between the fare collected and the fare covering the Yellowstone-Glacier National Park Tour, providing fares are authorized from starting point of passenger for this circuit tour.

Side trip tickets may be secured at Glacier Park station, Mont., eastern entrance, or at Belton,

*Missouri River terminals are Council Bluffs, Iowa, Omaha, Neb., St. Joseph, Mo., Atchison, Kan., Leavenworth, Kan., and Kansas City, Mo.

SEEING YELLOWSTONE PARK THROUGH GARDINER GATEWAY

Mont., Western entrance, for the trip through Glacier National Park. Tourists can enter at one gateway and leave at the other, making continuous trip through the Park, or enter at Glacier Park station, make various tours and leave the Park at the same point.

Rail tickets will be honored via the Great Northern Ry. to or from Glacier Park station or Belton, Mont.

Fares from Portland, Oregon, Puget Sound Points and Spokane, Wash.

Tickets embodying same privileges within the park as from St. Paul, Minneapolis, and Duluth, Minn., and Superior, Wis., will also be sold from Portland, Ore., Tacoma, Wash., Seattle, Wash., Vancouver and Victoria, B. C., and other Puget Sound points, and from Spokane, Wash., as follows:

\$33.15 Ticket—Includes rail transportation from Portland and Puget Sound points to Gardiner and return.

\$21.20 Ticket—Includes rail transportation from Spokane to Gardiner and return.

\$35.65 Ticket—Includes rail and stage transportation from Portland and Puget Sound points to Mammoth Hot Springs and return. Half of this fare will be made for children of five and under twelve years of age.

\$23.70 Ticket—Includes rail and stage transportation from Spokane to Mammoth Hot Springs and return. Half of this fare will be made for children of five and under twelve years of age.

\$83.65 Ticket—Includes rail transportation from Portland and Puget Sound points to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return to Gardiner, and hotel accommodations for not to exceed six days at Yellowstone Park Hotel Company's hotels (seventeen meals and five nights' lodging).

\$71.70 Ticket—Includes rail transportation from Spokane to Gardiner and return, and stage transportation from Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return to Gardiner, and hotel accommodations for not to exceed six days at Yellowstone Park Hotel Company's hotels (seventeen meals and five nights' lodging).

\$46.00 Ticket—Includes rail transportation from Portland and Puget Sound points to Gardiner and rail transportation returning from Yellowstone Station, Mont., to starting point.

\$41.00 Ticket—Includes rail transportation from Spokane to Gardiner and rail transportation returning from Yellowstone Station, Mont., to starting point.

\$100.25 Ticket—Includes rail transportation from Portland and Puget Sound points to Gardiner, stage transportation Gardiner to Mammoth Hot Springs, Norris Geyser Basin, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, Norris Geyser Basin, and to Yellowstone Station, Mont.; hotel accommodations in the Park for five and one-fourth ($5\frac{1}{4}$) days (sixteen meals and five nights' lodging) between Gardiner and Yellowstone Station, Mont., at Yellowstone Park Hotel Company's hotels, and rail transportation from Yellowstone Station, Mont., to starting point.

\$95.25 Ticket—Includes rail transportation from Spokane to Gardiner; stage transportation Gardiner to Mammoth Hot Springs, Norris Geyser Basin, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, Norris Geyser Basin and to Yellowstone Station, Mont.; hotel accommodations in the Park for five and one-fourth ($5\frac{1}{4}$) days (sixteen meals and five nights' lodging) between Gardiner and Yellowstone Station, Mont., at Yellowstone Park Hotel Company's hotels, and rail transportation from Yellowstone Station, Mont., to starting point.

Corresponding fares made from other western points.

East-Bound Yellowstone-Glacier Park Circuit Tour Fares

From Spokane...	\$26.75	From Tacoma...	\$39.55
Seattle....	39.55	Portland..	40.20

Tickets includes rail transportation going to Gardiner, Montana (Yellowstone National Park). Returning via Northern Pacific Ry. Gardiner (Yellowstone National Park) to Helena, thence Great Northern Ry. to Glacier National Park. Returning from Glacier National Park via Great Northern Ry. to starting point.

Side trip covering regular six-day trip through Yellowstone National Park may be included in through ticket upon additional payment of \$50.50.



GIANT GEYSER IN ERUPTION.

This ticket includes stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return to Gardiner, and hotel accommodations for not to exceed six days at the Yellowstone Park Hotel Company's hotels (seventeen meals and five nights' lodging).

Dates of Sale

From Spokane, June 13 to Sept. 13, 1915.

From Seattle, Tacoma and Portland, June 12 to September 12, 1915.

The trip within the Yellowstone National Park must be completed by September 19, 1915.

Final return limit October 31, 1915.

Passengers holding tickets to Yellowstone National Park and return which do not include on the return trip rail transportation to Glacier National

Park may have their tickets exchanged by the agent of the Northern Pacific Ry. at Gardiner, Montana (Yellowstone National Park), for ticket reading via Northern Pacific Ry. to Helena, thence Great Northern Ry. to Glacier Park, upon payment of the difference between the fare collected and the fare covering the Yellowstone-Glacier Park Tour, providing fares are authorized from starting point of passenger for this circuit tour.

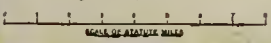
Side trip tickets may be secured at Glacier Park station, Mont., eastern entrance, or at Belton, Mont., western entrance, for the trip through Glacier Park. Tourists can enter at one gateway and leave at the other, making continuous trip through the Park, or enter at Glacier Park station, make various tours and leave the Park at the same point.

Rail tickets will be honored via the Great Northern Ry. to or from Glacier Park station or Belton, Mont.



YELLOWSTONE NATIONAL PARK
SHOWING STAGE LINES

Stage Lines: 
Other Principal Roads: 
Trails and Wagon Roads: 



SEEING YELLOWSTONE PARK THROUGH GARDINER GATEWAY

Fares for Children

Through tickets covering rail transportation only, in Yellowstone Park, may be sold for children of five and under twelve years of age at one-half the fares quoted, except as otherwise shown herein.

Through tickets including stage and *automobile transportation and hotel accommodations for children must not be sold. Stage companies in the Park will make half rates for children of five and under twelve years of age, and hotel companies will make half rates for children under eight years of age locally at Park hotels and at Holm Lodge and Sylvan Lodge. Arrangements covering transportation of, and hotel accommodations for, children within the Park should be made direct with the Yellowstone Park Transportation Company at Mammoth Hot Springs Hotel, or at Cody, Wyo., with the Holm Transportation Company, as the case may be.

*Autos between Cody and eastern boundary of park only.

Yellowstone National Park Hotels

Hotel rates in the Park will be \$5.00 and upward per day.

Limits and Stop-Overs

Going trip must commence on date of sale, and passengers must reach Gardiner, Yellowstone Station, or Cody on or before date last stage leaves gateway used on going trip.

Stop-overs allowed at all points on going and return trip within final limit ticket.

Final return limit of ticket, October 31, 1915.

The first coaches will leave Mammoth Hot Springs for the regular tour of the park on the morning of June 15; the last one for the season covering regular tour will leave Mammoth Hot Springs morning of September 15, and returning, will leave the Springs for Gardiner the evening of September 19.

Dates of Sale of Tickets, Limits etc.

DESTINATION	DATES OF SALE		Final Limit	†Tickets to be Validated for Return Passage at
	Eastern Terminals	Livingston		
Gardiner and return.....	June 11-Sept. 16, 1915		×Oct. 31, 1915	Gardiner or Mammoth Hot Springs
Mammoth Hot Springs and return .	June 11-Sept. 16, 1915	June 14-Sept. 19 1915	×Oct. 31, 1915	
Yellowstone Park and return (tour of the park).....	June 11-Sept. 12, 1915	June 14-Sept. 14 1915	×Oct. 31, 1915	Gardiner, Mammoth Hot Springs or Yellowstone St'n Cody, Wyo.
Gardiner—returning from Yellowstone.....	June 11-Sept. 12, 1915		×Oct. 31, 1915	
Cody, Wyo., and return.....	June 11-Sept. 30, 1915		×Oct. 31, 1915	
	Western Terminals			
Gardiner and return.....	Portland and Puget Sound Points		×Oct. 31, 1915	Gardiner or Mammoth Hot Springs
Mammoth Hot Springs and return	June 12-Sept. 12, 1915		×Oct. 31, 1915	
Yellowstone Park and return (tour of the park).....			×Oct. 31, 1915	Gardiner, Mammoth Hot Springs or Yellowstone St'n
Gardiner—returning from Yellowstone.....	Spokane, Wash.		×Oct. 31, 1915	
	June 13-Sept. 13, 1915			

×Tickets must be validated and the trip through the Park must be completed by September 19, 1915, if via Gardiner Gateway or via Cody, and by September 20, 1915, if via Yellowstone Station.

†The side-trip tickets from Livingston and Billings do not require validation.

The Park Itinerary

The complete park itinerary for the six-day tour—via the hotels—for 1915, going in and coming out at Gardiner, is here given:

First Day—Leave Livingston at 8:00 a. m. on Northern Pacific Railway Park line train; arrive at Gardiner 10:00 a. m.; leave Gardiner at 10:15 a. m. by six-horse stage coach; arrive at Mammoth Hot Springs Hotel 11:30 a. m., taking lunch, dinner and lodging.

Second Day—Breakfast. Leave Mammoth Hot Springs at 8:00 a. m., arriving at Norris at noon for lunch; leave at 1:30 p. m. and arrive at Fountain Hotel, Lower Geyser Basin, at 5:30 p. m. for dinner and lodging.

Third Day—Breakfast. Leave Fountain Hotel at 8:30 a. m. for Midway and Upper Geyser basins, arrive Old Faithful Inn 10:30 a. m. Lunch, dinner and lodging at Old Faithful Inn, Upper Geyser Basin.



OBSIDIAN CLIFF, OF NATURAL GLASS.

Fourth Day—Breakfast. Leave Old Faithful Inn at 7:30 a. m. for West Arm — Thumb — of Yellowstone Lake. Lunch at lake—Thumb—and leave for new Lake Colonial Hotel at Yellowstone Lake outlet at 1:15 p. m. Upon payment of \$2.00 additional the boat trip, between West Arm and Lake Outlet and Colonial Hotel, on Yellowstone Lake may be substituted for the stage coach between these points. Dinner and lodging at Lake Colonial Hotel.

Fifth Day—Breakfast at Yellowstone Lake. Leave Colonial Hotel at 8:30 a. m. for Grand Canyon; arrive at Grand Canyon at 11:30 a. m. Lunch, dinner and lodging.

Sixth Day—Breakfast. Leave Grand Canyon at 8:15 a. m. Lunch at Norris. Arrive at Mammoth Hot Springs at 3:15 p. m. Dinner. Leave Mammoth Hot Springs at 6:30 p. m., arriving at Gardiner 7:15 p. m.; leave Gardiner at 7:15 p. m.

on Northern Pacific Railway Park line, train leaving Gardiner upon arrival of last coach from Mammoth Hot Springs, and reaching Livingston at 9:15 p. m.

The itinerary for the tour in via Gardiner and out via Yellowstone Station follows:

First Day—10:15 a. m. leave Gardiner. Arrive Mammoth Hot Springs 11:30 a. m.

Second Day—8:00 a. m. leave Mammoth Hot Springs. Arrive Norris 12:00 noon. 1:30 p. m. leave Norris. Arrive Fountain Hotel 5:30 p. m.

Third Day—8:30 a. m. leave Fountain Hotel. Arrive Old Faithful Inn 10:30 a. m.

Fourth Day—7:30 a. m. leave Old Faithful Inn. Arrive Thumb 11:30 a. m. 1:15 p. m. leave Thumb. Arrive Lake Hotel 4:00 p. m.

Fifth Day—8:30 a. m. leave Lake Hotel. Arrive Grand Canyon 11:30 a. m.

Sixth Day—8:15 a. m. leave Grand Canyon. Arrive Norris 10:30 a. m. 1:00 p. m. leave Norris. Arrive Yellowstone Station 5:30 p. m.

The first stage coach for the trip in via Gardiner and out via Yellowstone Station, will leave Mammoth Hot Springs the morning of June 18, 1915, and the last stage coach for the trip out via Yellowstone Station, will leave Mammoth Hot Springs the morning of September 13, 1915.

Transportation



THE standard equipment for these tours of the park consists of the well-known Abbott-Downing Concord stage coaches made from special designs to fit the necessities of park travel, or other comfortable conveyances, and drawn, generally, by four horses each. Strong and durable, they are light, easy to enter and alight from, and **open** at the sides so that the passengers can easily see the country. All coaches are supplied with side-curtains for use, if necessary, in stormy weather.

There are various classes of vehicles ranging from two-horse surreys and mountain wagons, seating three and five passengers each, respectively, to four-horse coaches of three and four seats each, seating eight and eleven persons, respectively, and effort will be made to seat congenial persons or parties in the same vehicle for the trip when requested so to do. Large six-horse coaches run between Gardiner

SEEING YELLOWSTONE PARK THROUGH GARDINER GATEWAY

Special Round Trip Summer Excursion Tickets to the Pacific Northwest



SUMMER TOURIST

To Helena, Butte, Missoula, Hamilton, Spokane, Lewiston, Walla Walla, Pendleton, North Yakima, Ellensburg, Nelson, B. C., Aberdeen, Hoquiam, South Bend, Seattle, Tacoma, Everett, Bellingham; Vancouver, New Westminster, Prince Rupert and Victoria, B. C.; Portland, Astoria, returning direct.

To North Pacific Coast via California in one direction

DATES OF SALE

June 1 to September 30 inclusive

CONVENTION FARES

To Helena, Butte, Missoula, Hamilton, Spokane, Lewiston, Walla Walla, Pendleton, North Yakima, Ellensburg, Nelson, B. C., Aberdeen, Hoquiam, South Bend, Seattle, Tacoma, Everett, Bellingham; Vancouver, New Westminster, Prince Rupert and Victoria, B. C.; Portland, Astoria, returning direct.

To North Pacific Coast via California in one direction

DATES OF SALE

March 1 to November 30, inclusive

	June 1 to September 30 inclusive	March 1 to November 30, inclusive
St. Paul ...	\$60.00	\$84.45
Minneapolis	60.00	84.45
Duluth....	60.00	87.45
Superior....	60.00	87.35
Chicago ..	72.50	90.00
Peoria.....	71.20	89.35
St. Louis ..	70.00	87.50
Kansas City	60.00	77.50
St. Joseph..	60.00	77.50
Omaha.....	60.00	77.50
Sioux City..	60.00	79.45
Milwaukee..	72.50	91.70
Winnipeg..	*60.50	*93.05
Via ST. PAUL, One Way		
Kansas City	63.85	84.45
St. Joseph ..	62.85	84.45
Omaha	60.00	84.45
Sioux City ..	60.00	84.45

TRANSIT LIMITS:

GOING TRIP must commence on date of sale; RETURN TRIP must commence on date and train stamped on validation certificate. When presented in person by the original purchaser to the validating agent, tickets will be validated not to exceed one (1) day in advance of departure.

RETURN LIMITS:

On Special Excursion Tickets:

When Sold

March 1 to November 30, inclusive.

Limit will be

Three months from date of sale but not to exceed December 31, 1915.

Except to North Pacific Coast points tickets used on June 29 to July 12, inclusive, limit will be October 10, 1915.

DIVERSE ROUTES:

Usual diverse routes which apply for the sale of all-year tourist ticket will apply in connection with these Summer Tourist Fares. Details upon request.

(The Northern Pacific Railway cannot guarantee the fares, dates and arrangements shown in this pamphlet. They are presumably correct, but are subject to change.)

*This fare includes 50 cents validation fee.

VALIDATION FOR RETURN: Tickets will be good for return trip only when validated by Joint Agent at destination or at an intermediate point enroute returning at which a Joint Agent is located, provided tickets read on return trip through such point. A fee of fifty (50) cents for the validation of each ticket will be collected by Joint Agent, except fares shown from Winnipeg include 50 cents validation fee.

STOPOVERS: Stopovers allowed at all points enroute within final limit of tickets

and Mammoth Hot Springs. These seat from twenty to thirty-four persons each and are another of the novel sights of this Wonderland.

This coaching trip in the Park is the finest one in the United States. Coaches, drivers, and horses are all of the best. This trip in itself is worth the cost of the tour, without counting the marvelous scenes that lie on every hand and which are seen in profusion with every mile of the ride. Stop-overs, to those traveling in the regularly scheduled coaches, will be given at or south of Mammoth Hot Springs, without extra charge for transportation.

"Parties," or persons, desiring to stop en route and retain exclusive use of the coach, or other vehicle, in which they commenced their journey can do

so on payment of from \$7.50 to \$20.00 a day additional depending upon the size of the coach in which they are traveling, arrangements for which may be made with the transportation company at Mammoth Hot Springs.

Between the Thumb lunch station at the west arm of Yellowstone Lake and the Lake Colonial hotel at the outlet of the lake, the tourist may, by the payment of an additional \$2.00, exchange the coach for a launch on the lake for a delightful lake ride between those points. The launches are not under the supervision of the transportation company nor a part of the regular tour, hence an additional fare is necessary.

The trip is a most pleasurable innovation, giving the tourist the opportunity of riding on one of the two or three highest navigated lakes in the world. It is an experience not to be foregone.



YANKEE JIM'S CANYON NEAR GARDINER THE ORIGINAL NORTHERN ENTRANCE TO YELLOWSTONE NATIONAL PARK,
REACHED ONLY BY NORTHERN PACIFIC RAILWAY

Miscellaneous boat trips on Yellowstone Lake may also be made by making arrangements with the boat company at the Lake Colonial hotel. Among these are trips to the southeast arm of the lake, with an opportunity of seeing the pelicans on Molly Island; a trip to the south arm of the lake, and also to Flat Mountain arm, and another one to Steamboat Point.

The boat company also has a large fleet of row-boats at the Lake Colonial hotel for hire, for fishing or other excursions.

Roads



MORE than one hundred miles of roads are now sprinkled daily during each season, large four-horse sprinkling wagons being used for the purpose. Roads recently constructed at the Grand Canyon, one to the summit of Mount Washburn and the other down the south side of the

Grand Canyon to Artist's Point, are much used and appreciated by tourists. The latter enables tourists to see the Grand Canyon from the south side.

The side trip to Mount Washburn is one of the grandest of the kind in the world and the view from the summit is widely extended, including Yellowstone Lake and the Tetons at the south and Electric Peak to the north.

The Park Hotels



ARE first class in every respect, and they have recently been greatly improved and modernized. They are all electric lighted, steam heated, and advantageously located.

The location and capacity of each hotel is:

Mammoth Hot Springs	-	-	-	-	-	600 guests
Norris Geyser Basin (lunch station)	-	-	-	-	-	20 guests
Lower Geyser Basin (Fountain Hotel)	-	-	-	-	-	250 guests
Upper Geyser Basin (Old Faithful Inn)	-	-	-	-	-	600 guests
Outlet of Yellowstone Lake (Colonial Hotel)	-	-	-	-	-	500 guests
Grand Canyon	-	-	-	-	-	750 guests

SEEING YELLOWSTONE PARK THROUGH GARDINER GATEWAY

Last to be reached on the park tour is the new and beautiful Grand Canyon hotel. This hotel is worthy a booklet by itself. It will rival the finest resort places of the world. It is six hundred feet in greatest length by four hundred feet in greatest width, with a capacity for 750 guests. A large number of rooms have private baths. It is equipped with elevator, vacuum-cleaning plant, cold storage and ice-making plant, and is electric lighted and steam heated. The water used is brought from a natural cold spring and by chemical analysis is absolutely pure.

The main feature of the new hotel is the "Lounge." This is an enormous room 175 feet long by 84 feet wide; the sides are practically all plate glass. It is artistically and restfully furnished and on occasion is an ideal place for dancing.

An orchestra of talent is maintained during the season at the new Canyon hotel. As a place to spend the summer vacation, in the midst of some of the sublimest scenery on the globe, with the bracing

mountain climate for a tonic, the Canyon hotel is beyond anything offered elsewhere in the country.

The new hotel at Mammoth Hot Springs is near the beautiful colored terraces and Liberty Cap, and across the plaza from Fort Yellowstone; that at Norris overlooks the basin; the Fountain Hotel is not far from the Fountain geyser and the Mammoth Paint Pots; Old Faithful Inn at the Upper Basin is near Old Faithful and other geysers; the Lake Colonial hotel is near the point where Yellowstone River issues from the lake and it overlooks Yellowstone Lake, and the Grand Canyon hotel is within easy walking distance of the Great, or Lower, fall and Point Lookout

The new Mammoth Hot Springs Hotel has a capacity for 600 guests. A large contingent of rooms has private baths. There is also a barber here.

The new hotel at this point adds much to the attractiveness of "the Springs."

The Nurnberger Orchestra, its members selected



© BY GIFFORD FOR NORTHERN PACIFIC RY. CO.

THE NEW GRAND CANYON HOTEL.

from the Theodore Thomas Orchestra, Chicago, will be located at the Mammoth Hot Springs hotel during the season.

The Fountain hotel, at Lower Geyser Basin, is a large roomy structure, near the Mammoth Paint Pots and Fountain Geyser. Those who remain a day or two at this point to see the Great Fountain Geyser and the beautiful pools near it, will enjoy this quiet hotel home. Tourists entering the Park via Gardiner get their first view of the park bears at this hotel.

Old Faithful Inn, at Upper Geyser Basin, the first hotel of its kind, has become one of the most attractive and popular hotels in the country. It is a structure of boulders and logs, peaks, angles, dormers, French windows, etc., artistically combined. The office is 75 feet square and 92 feet high to the peak of the roof, with balconies around three sides. A massive chimney, 14 feet square and extending to and through the roof with a fireplace at each side and corner, or eight fireplaces in all, is a feature of this room. The dining-room is a room 60 feet square, from which Old Faithful Geyser can be seen in eruption.

The idea of a finished, elegant rusticity has been paramount in the building of Old Faithful Inn, and while everything is of a rough, rustic order, in a sense, yet again there is nothing uncouth about it. It is an artistic creation from foundation to the peak of the roof; steam heated, electric lighted, with baths, barber shop, and Arts and Crafts furniture, and the rooms and furnishings are regular gems of comfort and are thoroughly homelike.

The log element has been handled in a remarkably effective manner. Natural logs and limb crooks have been utilized in stairways and balconies, wherever possible. Old Faithful Geyser is near the hotel; opposite and but a trifle farther away are the Giantess, Lion, Bee Hive, Lioness and Cubs; down the little valley the Castle is in plain view, and the eruptions of the Grand and Economic, and, to some extent, those of the Giant, Artemisia, and Riverside geysers, can be seen from its corridors, rooms and verandas. A particular feature of this Inn is a large searchlight on top of the building, which is operated every night, showing the geysers in play under electric light and the bears feeding at the edge of the woods.

With the erection of Old Faithful Inn the Upper Geyser Basin has become, beyond question, the

most remarkable tourist spot in the world. There is no place to compete with it. It stands out entirely alone as combining the most stupendous and unusual phenomena known to mankind, with the most original and attractive Inn for its entertainment. For this reason at least one entire day is needed by the tourist to see at all adequately the varied and astounding collection of hot pools and geysers to be found here only. For this reason, too, one's itinerary should call for an added day, or week, or month here, if the time can possibly be spared. The Inn has recently been enlarged.

At Yellowstone Lake the fine Colonial hotel will be found thoroughly modern, including baths, electric lights, etc. It has an imposing, stately, colonial front, with large columned porches at each end and in the center—three in all.

The Colonial hotel is very restful. The rippling, shimmering waters of the lake are framed on the east by the Absaroka range, which extends the entire length of the lake, and at the south Mount Sheridan rises on the western shore veiled in a purple haze. Here are the fishing grounds par excellence. One who has never fished before may here catch a mess of salmon trout with ease, and the professional may cast his fly in the river or troll over the lake with keen enjoyment.

The climatic pleasures must not be overlooked in connection with the upper basin and the lake. They are to be specially emphasized.

Tourists stopping over at the lake can, by going down to the boat landing between seven and eight o'clock in the morning, hear a mysterious overhead sound, which has been observed here for many years. It is a very peculiar and interesting experience and the phenomenon has never been explained by scientific men. It lasts about forty-five seconds.

Telegraphic Messages can be sent from and to the park hotels to and from any part of the world.

Mail for park tourists should be addressed to Yellowstone Park, Wyoming, in care of the Yellowstone Park Hotel Company.

The Uniform Rate—American Plan—at park hotels is \$5.00 and upward a day. This price—\$5.00—does not include baths; rooms with bath and certain rooms specially well located being charged for at somewhat higher rates as is customary at all hotels.

Clothing and Baggage



ARM clothing should be worn, and one should be prepared for sudden changes of weather and altitude. Good everyday clothes, golf and bicycle suits, are suitable for both men and women for park traveling. Linen dusters and overcoats may be hired at Mammoth Hot Springs at reasonable prices for the trip through the Park.

Wraps should be kept at hand, and easy, thick-soled shoes worn, as at Mammoth Hot Springs and among the geysers tiny streams of warm water may be encountered. Tinted glasses and serviceable gloves should certainly be a part of one's outfit, and a pair of field or opera glasses will be found useful. At Mammoth Hot Springs hotel there is a resident physician and surgeon and a trained nurse. There

are also army surgeons and trained nurses at this and the other hotels in the Park. There is also a dispensary with a full line of remedies at each hotel.

On all tickets to and through the Park, baggage should be checked to Gardiner.

A charge is made for hauling trunks between Gardiner and Mammoth Hot Springs, or they can be stored at the railway station at Gardiner free of charge. It is not wise to take a trunk beyond the Springs unless the tourist remains longer than the usual time in the Park, and special arrangements must be made for this with the hotel company at Mammoth Hot Springs.

While it is advisable for those who go south of Mammoth Hot Springs to take a trunk as far as the Springs, a medium-sized suit case or valise and a shawl strap will hold all that is necessary for the ordinary tour in the Park. There are steam laundries at Mammoth Hot Springs hotel, Old Faithful Inn, the Colonial hotel at Yellowstone Lake and the Grand Canyon hotels.



ON THE ROAD TO MT. WASHBURN.



ONE OF THE MOTOR STEAMERS ON YELLOWSTONE LAKE, YELLOWSTONE NATIONAL PARK.

Royal Fishing



HE disciples of Izaak Walton feel at home in Yellowstone Park.

Some years since the United States Fish Commission placed different varieties of fish in various waters of the Park. The results have been such that, coupled with the fine fishing found before that time in Yellowstone

lake and river, the streams in nearly all portions of the reserve now teem with trout of numerous species—Brook trout, Loch Leven, etc., also grayling, making this region the finest trout park in the world.

The government takes a deep interest in this matter and since the year 1904 it has planted, yearly, in the various lakes and streams of the Park, trout of various species aggregating many millions in number.

In the region of Mammoth Hot Springs there are many beautiful trout streams, easily reached from the hotel. The ordinary Rocky Mountain trout (*Salmo mykiss*) are found in the Yellowstone River at Yankee Jim Canyon, and Rainbow trout (*Salmo irideus*) and Eastern Brook trout (*Salvelinus fontinalis*) in the Gardiner River and tributaries.

From Norris Basin as a center, one will find Rainbow trout in the Gibbon River near Virginia Cascade.

At Lower Geyser Basin, the gamy Von Behr trout are found in Nez Perce Creek and Firehole River.

At the Upper Basin there is royal sport. Here the Loch Leven (*Salmo levenensis*) trout are found in Firehole River, both above and below the Kepler Cascade.

At Yellowstone Lake, in the river below the outlet, there have been some famous catches of salmon trout with a fly, and trolling on the lake itself is

attended with success. At the Grand Canyon, between the Upper and Lower falls, both the Rocky Mountain and Eastern Brook trout may be caught, as also at a point in the canyon below Inspiration Point and reached by the lower Mount Washburn trail.

Grayling are found in the Madison and Gallatin rivers.

The locality near Tower Fall and the mouth of Lamar River, some twenty miles from Mammoth Hot Springs—reached also from the Grand Canyon—is a famous place for trout fishing. As it is at present out of the line of the regular trip, a special excursion is necessary to reach it. A new and splendid road now connects Mammoth Hot Springs with Tower Fall and the region thereabout.

The managers at the various hotels will give all information possible to those who are interested in this sport.

The Animal Kingdom



WITHIN recent years the increase in the number of wild animals in the park is very noticeable. The careful protection accorded them causes them to multiply, and besides many bears and buffaloes there are, approximately, 2,000 antelope, 200 mountain sheep, 100 whitetail and 1,000 black-tail deer, and more than 35,000 elk roaming the park. The animals offer to molest no one, and are harmless when no attempts are made to annoy or interfere with them. The elk, and particularly the deer, are not infrequently seen near the roadsides and grazing in the vicinity of the hotels.

The tourist season in the Park is the annual feast time or vacation period for the bears. Morning and



BEARS IN YELLOWSTONE PARK



TROUT FISHING IN THE GRAND CANYON.

evening they frequent the garbage heaps and wax fat and sleek upon what the hotels throw away. Then the tourists flock out to watch and kodak them and a great amount of fun is derived from the antics of the beasts.

Early in the fall the other animals come down from the hills and remain in the valleys during the winter and spring. During this time the traveler who will run up to Gardiner from Livingston for a day or two will see on the flats and hills around Gardiner and Mammoth Hot Springs many mountain sheep, antelope, deer and elk. The sheep, antelope and deer are often seen by the hundreds.

The animals feeding on the hills about the big hotel and on the parade ground form a sight worth traveling miles to see.

The buffalo, or bison, are in two herds. Those indigenous to the region are found in a remote part of the Park, and number perhaps twenty-five or thirty. Within recent years a fresh lot of these animals was bought by the government and placed

on Lamar River in the northeastern part of the Park. These late arrivals have multiplied and replenished the species, and the success already attained is very encouraging. The "tame" herd is steadily increasing, now numbering about two hundred.

There are several moose to be seen in remote parts of the Park, particularly around the southeast arm of Yellowstone Lake.

It is pleasing to know that the beaver, once so important a part of animal life in the West, are rapidly increasing in the streams of the Park. Almost every stream shows signs of their presence, and about Tower Fall there are several colonies of them easily seen by tourists who may visit this locality.

Of birds there are more than 70 species—geese, ducks, pelicans, gulls, eagles, hawks, owls, night hawks, ravens, Rocky Mountain jays, tanagers, bluebirds, water ouzels, blackbirds, meadow larks, robins and others.

The Yellowstone Park-Glacier Park Circuit Tour



ONTANA is fortunate in having, wholly or in part, two great National Parks—Yellowstone and Glacier—within its borders. The former is the oldest, the latter, the newest, of our national system of parks.

As will be seen by a reference to the fares shown on pages 26-30 those who so desire may easily and most conveniently visit both the Yellowstone and Glacier parks on the same trip.

Leaving Yellowstone, upon the termination of the Park tour, via the Gardiner Gateway, the Northern Pacific Railway is taken to Helena where a change is made to the Great Northern Railway. The route then follows that line along the west bank of the Missouri River through Great Falls and Fort Benton to Shelby and Glacier Park. By paying a small additional railway fare—Great Northern, be-

tween Butte and Helena—the tourist may go by way of Butte, the noted mining camp and city.

The traveler who visits Glacier Park first has but to reverse the procedure here outlined to accomplish the same result—see both parks.

These parks, in proximity as they are, are utterly unlike. Each is, without doubt, supreme of its kind, but as far as physical characteristics go there is not the slightest resemblance, practically. Being so near together they afford the greatest outing tour combination, at reasonable expense, open to the public.

As will be seen in the information pertaining to fares there are numerous diverse routes which may be used in connection with the combination trip to or from these parks, the same as is the case in connection with either of them, separately.

The Great Lakes and the Park



COMBINATION trip of much variety and pleasure is that by way of the Great Lakes and Duluth to the Yellowstone National Park.

The Erie and Western Transportation Company's—ANCHOR LINE—steamships "Tionesta," "Juniata," and "Octorara," ply

between Buffalo and Duluth, in lake tourist travel. These steamers are new, steel built, and are splendid and modern steamers in every particular. They leave Buffalo and Duluth on a regular schedule, at intervals of four days, stopping at intermediate points—Erie, Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, Marquette, Houghton, etc.—long enough to give passengers an opportunity of seeing each place to a greater or less extent. Connections are made at Mackinac Island with other boat lines to and from Milwaukee and Chicago. Service is on American plan and meals and stateroom are included in cost of ticket.

The Northern Navigation Company's fine steamers "Huron," "Hamonic" and "Noronic" ply between Sarnia, at the lower extremity of Lake Huron, Sault Ste Marie, Port Arthur, Fort William, and Duluth, connecting at the latter point

with Northern Pacific trains for St. Paul, Minneapolis, Yellowstone Park, and the North Coast cities. At Sault Ste Marie these boats connect with Northern Navigation Company's Georgian Bay steamers carrying passengers to and from Toronto, Buffalo, Niagara Falls and other eastern points.

From the "Twin Ports"—Duluth and Superior—the Park tourist has the privilege of visiting St. Paul and Minneapolis, on the way West, without additional charge.

There are three trains on week days—two on Sunday—each way between Duluth-Superior and St. Paul-Minneapolis over the Northern Pacific. The fast electric-lighted "Lake Superior Limited" leaves Duluth early in the afternoon, arrives St. Paul and Minneapolis in the early evening, and it carries a parlor and a cafe observation car and coaches.

All Northern Pacific Representatives in the large cities or the local Agents of the Company will make berth and state-room reservations on the Great Lakes Steamship Lines Steamships. All communications addressed to the General Passenger Office of the Northern Pacific Railway at St. Paul will receive prompt attention.

Alaska Cruises, 1915



BETWEEN Seattle, Wash., Victoria and Vancouver, B. C., Ketchikan, Metlakatla, Wrangell, Juneau, Treadwell Gold Mines, Skagway, Glacier Bay, Davidson Glacier, Taku Glacier, Windom Glacier, Killisnoo and Sitka, Alaska.

Pacific Coast S. S. Company

Steamers will leave Seattle for Alaska Excursion Service at 9:00 p. m. as follows:

City of Seattle... June 2, 14, 26, July 8, 20, August 1, 13, 25
Spokane..... June 8, 20, July 2, 14, 26, August 7, 19

The round trip from Seattle will take about eleven days, calling at Prince Rupert, B. C. (connection with the Grand Trunk Pacific Ry.), Ketchikan, Wrangell, Petersburg, Juneau, Treadwell Gold Mine, Douglas, Haines (Fort William H. Seward), Skagway (connection with the White Pass & Yukon Ry.), Sitka and Killisnoo.

A special side trip will be made to Taku and Windom Glaciers without extra charge. Passengers on arrival at Skagway, will be given time to make the railroad trip to Summit and return. Extra cost is \$5.00. Side trip, where possible, will be made to Old Kasaan Indian Village for sightseeing purposes.

Alaska S. S. Company

The Alaska Steamship Company's twin screw steamship "Dolphin" and the steamship "Jefferson" leave Seattle on the 3rd, 9th, 15th, 21st and 27th of each month, June, July and August, for Ketchikan, Metlakatla, Wrangell, Petersburg, Douglas, Juneau, Haines, Skagway and Sitka, connecting at Skagway with White Pass & Yukon Route for White Horse and Dawson. Steamers "Mariposa," "Alameda" and "Northwestern" leave Seattle 9:00 p. m. on the 6th, 12th, 18th, 24th and 30th of each month for Ketchikan, Juneau, Skagway, Cordova, Valdez and Seward, making connection at Cordova with Copper River & Northwestern Railway for Chitina, McCarthy, Fairbanks and intermediate points.

White Pass and Yukon Route

The White Pass and Yukon route from Skagway across the White Pass, extends from Skagway to White Horse and from there to Dawson. Upper Yukon steamers are used, and the trip occupies less than fifty hours. Atlin is reached from Caribou. Good hotels are found at all points; prices reasonable.

Table of Prominent Geysers and Springs

Based Upon Careful Observations

Name	Eruption in Feet.	Duration of Eruption	Intervals of Eruption
NORRIS BASIN			
Hurricane	10-15	More or less	continuous
New Crater	240	20 min.	Rather uncertain.
Monarch	100-125	20-30 min.	Rather uncertain.
Constant	20-40	Few seconds	1 minute.
MIDWAY BASIN			
Excelsior	200-300	28 min.	Long intervals; years.
Turquoise Spring	Turquoise	Blue; 100	ft. diameter.
Prismatic Lake	Wonderful	yellow color'd w	ater; 250x350 ft. diam.
LOWER BASIN			
Fountain	20-60	15-30 min.	4-5 hours.
Clepsydra	10-50	Short.	Plays from 4 openings.
Mammoth Paint Pots ..	Basin of Clay, strangl	y col'r'd; 40-60 ft. wd	Daily.
Great Fountain	60-150	30-45 min.	en here.
Firehole Lake	Peculiar phenomena se		
Black Warrior, Steady,			
Dome White	Small but	interesting	geysers.
UPPER BASIN			
Old Faithful	125-165	4-7 min.	60-70 minutes.
Bee Hive	200	8-10 min.	Several hours.
Giantess	125-250	10-20 hrs.	14 days.
Lion	60-75	8-14 min.	Daily.
Lioness	80-100	10 min.	Daily.
Cubs	3 to 10	S'v'ral min.	Daily.
Surprise	100	Short.	Irregular.
Sawmill	10 to 35	30-60 min.	Frequently
Grand	200	1-3 hrs.	Several times a week
Turhan	20-25	25-60 min.	Irregular.
Riverside	80-100	15-20 min.	8 hours.
Fan	30-60	10 min.	8 hours.
Artemisia	150	10 min.	Two days.
Jewel	30-50	1-2 min.	Every hour.
Grotto	20-40	30-40 min.	3 to 5 hours.
Giant	200-250	90 min.	4 to 7 days.
Ohlong	20-40	S'v'ral min.	8 hours.
Splendid	200	10-20 min.	Irregular.
Castle	75-125	25-60 min.	12 to 24 hours.
Economic	30	1 min.	6 minutes.
Comet	60	Short	Irregular.
Mortar	60	6 min.	8 hours.
Sponge	Sponge-like walls about spring.		
Punch Bowl	Beautiful spring, sometimes an active geyser.		
Black Sand Spring	Two very interesting spots; some very fine coloring here.		
Sunset Lake	Beautiful spring; 45-50 feet wide.		
Emerald Pool	Lovely spring with delicate colored rim.		
Morning Glory Spring ..	Peculiar spot with geyserite biscuits and many beautiful pools.		
Biscuit Basin			

Great Northern Pacific S. S. Company

A New and Most Desirable Route Between the Northern Pacific's New Terminals at Astoria, Ore. (Flavel), and the Golden Gate, San Francisco, Cal.

This new route is certainly a fitting climax for tourists and travelers between the North Pacific Coast, the Columbia river region and California, as it completes the line of the Northern Pacific's transcontinental service between Chicago, Milwaukee, St. Paul, Minneapolis, Duluth, Superior, St. Louis, Kansas City and California points. The voyage from Astoria to San Francisco will consume but twenty-six hours and tickets via the Great Northern Pacific Steamship Co. will include berth and meals. This company operates two of the finest ocean-going vessels ever launched and are built especially for speed and safety. Three trips weekly will be made between ports named. Full details and descriptive matter mailed upon application.

Park Literature



THE LAND OF GEYSERS" is a publication of the Northern Pacific Railway that relates entirely to Yellowstone Park. Can be obtained free, upon application.

Our Yellowstone Park View Album is a very attractive publication. It contains 40 pages, filled with large half-tone pictures, for the greater part, with paragraphic descriptions of the scenes covered by the illustrations. Mailed to any address for six cents in stamps.

Upon receipt of ten cents, a large, colored panoramic picture of the Park will be mailed, in a tube, to any address. This picture has been prepared at great expense, and is valuable for the home, school-room, office, and library. For any of the publications mentioned, or for full information about the Park, address any representative of the Northern Pacific Railway, or A. M. Cleland, General Passenger Agent, St. Paul, Minn.

Table of Distances

The annexed table gives the correct distances between the most important points. The intersections between vertical and horizontal columns will show the number of miles.

TO	Gardiner	Mammoth Hot Springs	Golden Gate	Obsidian Cliff	Norris Geyser Basin	Gibbon Meadows	Gibbon Fall	Lower Geyser Basin	Excelsior (Midway) Geyser	Upper Geyser Basin	Keppler Cascade	West Arm Yellowstone Lake	Yellowstone Lake Hotel	Hayden Valley	Grand Canyon
FROM															
Gardiner.....	0	5	17	25	28	33	45	48	54	73	89	100	56	37	106
Mammoth Hot Springs....	5	0	12	20	23	28	40	43	49	51	68	84	95	32	101
Golden Gate.....	17	12	0	8	19	24	36	39	45	51	64	80	91	28	97
Obsidian Cliff.....	25	20	8	0	11	16	28	31	37	43	56	72	83	22	89
Norris Geyser Basin.....	28	23	19	11	0	5	12	15	21	23	40	56	67	18	81
Gibbon Meadows.....	33	28	24	16	8	0	12	15	21	23	40	56	67	18	73
Gibbon Fall.....	45	40	36	28	20	17	0	3	9	11	28	44	55	22	61
Lower Geyser Basin.....	48	43	39	31	23	20	15	0	6	8	25	41	52	24	58
Excelsior (Midway) Geyser.....	54	49	45	37	29	26	21	9	0	2	19	35	46	27	52
Upper Geyser Basin.....	73	51	47	39	31	28	23	11	8	0	17	33	44	20	46
Keppler Cascade.....	89	68	64	56	48	45	40	28	25	19	0	16	27	11	33
W. Arm Yellowstone Lake.....	100	84	80	72	64	61	56	44	41	35	33	0	11	6	27
Yellowstone Lake Hotel.....	56	95	91	83	75	72	67	55	52	46	44	27	0	11	17
Hayden Valley.....	37	32	28	22	18	18	22	24	27	20	20	11	11	0	6
Grand Canyon.....	106	101	97	89	81	78	73	61	58	52	50	33	17	6	0

The small figures in a few places, are the distances between the Grand Canyon and the various points noted via the return road in the tour, from the Canyon to Norris. Adding together both large and small figures, as they are found, will give the total distance between such places as per the regular tour.



ABSAROKA MOUNTAINS AND UPPER YELLOWSTONE RIVER.

TABLE OF ELEVATIONS IN YELLOWSTONE NATIONAL PARK

Name	Air-Line Distance From Well-Known Point	Elevation above sea level	Named After	In General
Mammoth Hot Springs..	By road from Gardiner, 5 miles	About 6,215 ft.	Mammoth character of phenomena.....	Park tour proper begins and ends here.
Electric Peak.....	8 miles northwest from Mammoth Hot Springs.....	11,155	Peculiar electric phenomena observed there in 1872	Northern boundary line of Park cuts the mountain.
Bunsen Peak.....	4 miles south from Mammoth Hot Springs.....	9,100	R. M. Bunsen.....	A celebrated chemist.
Mt. Everts.....	2 miles east from Mammoth Hot Springs.....	7,900	T. C. Everts.....	Lost and was found near here after 37 days, nearly dead.
Golden Gate.....	4 miles south by road from Mammoth Hot Springs.....	About 7,300	Yellow color of the walls	One mile long.
Mt. Holmes.....	6 miles west from Obsidian Cliff.....	10,300	W. H. Holmes.....	Of the old Hayden Survey.
Norris Geyser Basin.....	On Western side of Park. See Distance Table.....	About 7,500	Col. P. W. Norris.....	Second Superintendent of Park.
Lower Geyser Basin.....		About 7,100		
Midway Geyser Basin.....		About 7,200		
Upper Geyser Basin.....		About 7,300		
Yellowstone Lake.....	Southeastern part of Park.....	7,741		Named from their locations.
Mt. Sheridan.....	12 miles south from Lunch Station on Yellowstone Lake	10,240	Gen. Phil. H. Sheridan...	One of the two largest navigated lakes in the world at such an elevation.
Mt. Langford.....	18 miles southeast from outlet of Yellowstone Lake, on southeast shore.....	10,600	N. P. Langford.....	U. S. A.
Mt. Doane.....	16 miles southeast from outlet of Yellowstone Lake, on southeast shore.....	10,500	Lieut G. C. Doane.....	An old explorer and first Supt. of the Park.
Mt. Stevenson.....	16 miles southeast from outlet of Yellowstone Lake, near Mt. Doane.....	10,300	Jas. Stevenson.....	U. S. A., commanded escort of Washburn party.
Jones' Pass.....	In mountains on east shore Yellowstone Lake, east from Lake outlet.....	9,450	Capt. W. A. Jones.....	Of the old Hayden Survey.
Hayden Valley.....	Between Yellowstone Lake and Grand Canyon.....	7,700 to 7,800	Dr. F. V. Hayden.....	Engineer Corps, U. S. A.
Grand Canyon.....	Northern central part of Park.....	About 7,800	Grandeur of the sight....	In charge Hayden's former Survey.
Mt. Washburn.....	7 miles northeast from Grand Canyon Hotel.....	10,000	Gen. H. D. Washburn....	About 20 miles long to Junction Butte; 1,200 feet deep.
				Former Surveyor-General of Montana and head of Washburn Party.

NOTE.—The foregoing elevations are from Chittenden's "The Yellowstone Park" or the U. S. G. S. Contour Map and are approximate altitudes.

For further information in regard to the Northwest, details as to fares, routes, with maps, etc., call on or address your nearest ticket agent, or any of the following representatives of the Northern Pacific Railway:

ABERDEEN-HOQUIAM, WASH.—221 E. Heron Street, Aberdeen.	NORTH YAKIMA, WASH.
E. A. McKenna.....General Agent	H. A. Glenn.....Traveling Freight and Passenger Agent
ATLANTA, GA.—16 North Pryor Street.	PHILADELPHIA, PA.—711 Chestnut Street.
R. B. Acuff.....Passenger Agent	P. W. Pummill.....District Passenger Agent
BELLINGHAM, WASH.—1306 Dock Street.	PITTSBURGH, PA.—208-9-10 Park Building.
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M. K. Baysoar.....City Passenger Agent	SEATTLE, WASH.—2023 L. C. Smith Building.
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DULUTH, MINN.—334 West Superior Street.	J. T. McKenney.....District Passenger Agent
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EVERETT, WASH.—2825 Colby Avenue.	John C. Poore.....Assistant General Passenger Agent
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YELLOWSTONE PARK VIA GARDINER GATEWAY



UPB